

Seeing, then, the favourable reception that is assured to this wheat among English millers, it is interesting to note the steps that are being taken in Canada to permit of its export shipment in adequate quantities. Readers of the columns of *THE MILLER* are already aware of the existence of a wheat syndicate in British North America, whose representative has of late spent much time in the purchase of grain from leading farmers in the Canadian Northwest; and latest reports would go to show that while paying a figure remunerative to the grower, the syndicate have secured considerable quantities at such a price as should recoup them with good interest. The grain thus collected has been, or is now being, stored at Port Arthur, ready for shipment eastwards entirely through Canadian territory to Montreal on the opening of navigation at the beginning of May. And of the integrity of the grades of wheat thus shipped there can be no doubt, for the Canadian Pacific Railway Company, owning as it does a continuous line from the wheat fields in the Canadian Northwest to the port of Montreal, will have the grain practically within its own control from the time it is loaded into the cars at the "shipping" station until it is spouted into the holds of the steamships at Montreal; for the railway company, it must be remembered, control the transferring and shipping elevators at the port, as well as the railway and lake steamers. The facilities offered in this respect are certainly unequalled in any other part of Canada, if not America, embracing as they do immense elevators and wharves, with the latest methods in operation. From the railway cars which run alongside, the grain is spouted into the elevators, and thence again direct into the holds of the ocean steamers lodged in the wharf below. There is thus no possibility of mixture, either *en route* or in transshipment with Chicago, Milwaukee, and other classes of grain; and English millers will this season, for the first time, be enabled to obtain the No. 1 hard Fyfe variety at first hand from Montreal, having come to that port direct from the fields of the Northwest.

As to rates of transport eastward from the places of growth, it should always be borne in mind that it is to the true interest of the Canadian Pacific Railway Company to encourage the stability and extension of growth by a permanence of low rates. This policy has hitherto characterised the action of the Company in a marked degree; for proof of which it is but necessary to recall the shipment of grain throughout last season from Winnipeg to Montreal, a distance of some 1,440 miles, for the almost unprecedentedly low rate of 25 cents, or 1s. per bushel. Then, again, the rapid extension of the use of machinery among farmers in the Northwest is an important factor, indicating as it does a continued economising of the cost of production, thus bringing farmers fair returns while enabling their produce better to compete with success in British markets. This extended use of machinery is indeed but one of the signs of the improved methods of production which every season sees more generally adopted on the prairie.

The increased marketing facilities completed in the past year are also